

## I-44 & Route 13 (Kansas Exp.)

**Quicker:** Interchange reconstruction built in 6 months, not 1-1/2 to 2 years.

**Cheaper:** Estimated cost is \$2.9 million, using existing bridge and not having to buy additional property. Standard interchange reconstruction would cost about \$8.5 million.

**Safer:** Traffic will move more steadily through the interchange. Rear-end crashes on the bridge will be reduced and right-angle crashes should be eliminated where vehicles turn left onto I-44.



### Construction:

- Expect lane closings and traffic shifts on Route 13. Two southbound lanes and one northbound lane will remain open to traffic during the day. Any additional lanes that must be closed will be at night. Some weekend work will be necessary. Route 13 bridge over I-44 will be closed over a weekend late in the project for final preparations.
- Add travel time when using the interchange. You WILL be able to reach the businesses in the area.
- Be prepared for increased delays during events at the Ozark Empire Fairgrounds and Dickerson Park Zoo.

#### Construction

Begins: Jan. 12, 2009

Complete: July 10, 2009

Mo. Department of Transportation/Springfield District

• 417-895-7600

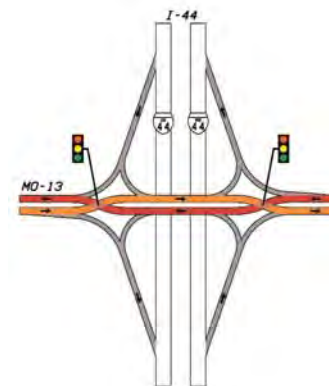
• Toll-free 1-888-275-6636

• [www.modot.org/springfield](http://www.modot.org/springfield)

I-44/Route 13 (Kansas Exp.)

### Moving Traffic

- *Quicker*
- *Cheaper*
- *Safer*



### *"Diverging Diamond"* Interchange

First of its kind in U.S.



# How to Drive the Diverging Diamond Interchange

1. As you approach the traffic signal, Route 13 will widen out and curve slightly to the left. You will see oncoming Route 13 traffic on your right at a 25-degree angle.

2. As you travel through the signal, you will cross in front of oncoming traffic that is stopped on your right. Then you will be driving on the left side of the bridge, with the opposing lanes on your right, separated by concrete barriers and screen-

ing. Pedestrians will use a walkway down the center of the bridge between the barriers.

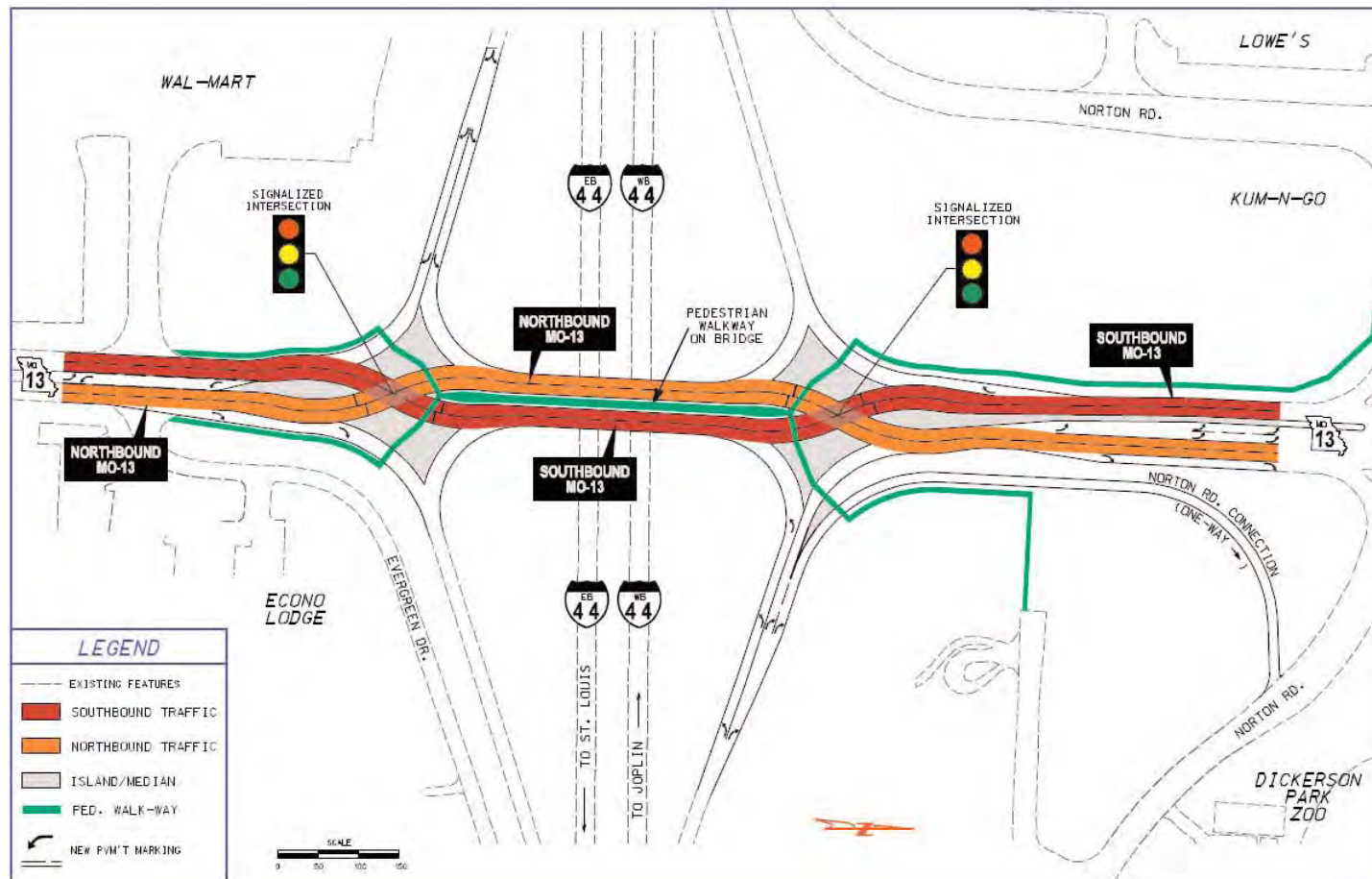
3. To get to I-44, you will use the left-hand lane. The turn onto the I-44 on-ramp will be a "free left" turn – meaning no need to stop. Just as important, through-traffic behind left-turning drivers will be able to keep moving.

4. If you drive all the way across the bridge

and pass through the next signal, you will shift back to the right and oncoming traffic will be on your left, the usual pattern.

5. If you exit eastbound I-44 to go north on Route 13, you will merge into the left lane of northbound Route 13 on the bridge. Likewise, driving westbound I-44 to southbound Route 13, you will merge into the left lane of southbound Route 13 on the bridge.

6. Making a right turn from Route 13 to the I-44 on-ramp in either direction will be the same as it is today. You will have to yield to traffic turning left from the bridge.



## Safety Features

- Signs, pavement markings and a raised concrete island at criss-cross points will guide you and help keep you from making a wrong turn into the opposing lanes.
- With no left-turn lanes to fill up on the bridge, two lanes of traffic can keep moving across the bridge, reducing stand-still time and rear-end crashes.
- With "free left" turns at the ramps on either end of the bridge, drivers will not have to cross oncoming traffic or wait for a left-turn arrow to get to the on-ramp of I-44. That should eliminate right-angle crashes for left turns onto I-44.

